

If you want a good chew try PLUG TOBACCO

You will be satisfied. Try it.

ELECTION VANDALIA

William R. McKeen Re-Elected President, as Predicted.

The Pennsylvania Method of Government Introduced-Minor Officers Elected by the Directors.

The Journal's correspondent at Terre Haute says: The new board of directors of the T. H. & I. Railway Company today (Friday) took action which makes plain the fact that the Pennsylvania is assuming control of the Vandalia system. Messrs. McCrea, Davidson and Brooks, the Pennsylvania's three vice presidents, were present and the Pennsylvania by-laws were adopted for the government of the T. H. & I. Under the Pennsylvania's plan of management authority is largely reposed in committees. To-day two committees not heretofore known in the T. H. & I. management were elected. The executive committee is composed of John G. Williams chairman, James McCrea, John E. Davidson and J. F. Brooks, with President McKeen, ex-officio a member. The finance committee is composed of Messrs. Davidson chairman, McCrea and Brooks, with President McKeen, ex-officio a member. Mr. Davidson now has charge of the accounts, or auditing department, and the treasury of the Pennsylvania system west of Pittsburg. The board elected the following officers: William R. McKeen president, John G. Williams vice president and general manager, R. B. Thompson treasurer, George E. Farrington secretary.

The president nominated and the board appointed the following: Joseph Hill general superintendent, Charles R. Peddle, purchasing agent, N. K. Elliott superintendent main line and Michigan division, Benjamin McKeen superintendent T. H. & P. division, A. J. Gibbons engineer maintenance of way, main line, J. E. Starbuck engineer maintenance of way, T. H. & P. division, V. K. Hendricks engineer maintenance of way, Michigan division, G. H. Prescott superintendent of motive power, R. B. Woolsey superintendent of telegraph, W. S. Roney auditor, F. C. Crawford paymaster, H. W. Hibbard general freight agent, E. A. Ford general passenger agent, J. M. Chesbrough assistant general passenger agent, George E. Farrington general agent.

The election of subordinate officials by the board of directors is a new thing on the Vandalia. The executive committee represents the board of directors. Under the by-laws the duties and responsibilities of the various officers are accurately defined. The division superintendents have large authority, all the shops, road work and bridge building coming under their supervision, as well as the traffic operations. Mr. N. K. Elliott has been superintendent of transportation and the new position is a decided promotion. The shops here, with all their departments and officials, as also at Logansport, will be under him. The T. H. & L. division is hereafter to be known as the Michigan division, and will become the property of the T. H. & I. Benjamin Mc-Keen, son of the president, has been engineer of maintenance of way of the P. & L. divisions. As superintendent of the Peoria division he will have an opportunity to win his spurs, because it is the division which is in the greatest need of development. Mr. Starbuck and Mr. Hendricks have been his assistants. Colonel Hill heretofore has been general superintendent and assistant general manager, but the latter title is dropped. E. R. Darlow's title as assistant general superintendent has also been dropped and he is left chief clerk to Colonel Hill. In the Pennsylvania system there is a department of law and real estate. Mr. Williams will be at the head of this department, with authority to employ

There was gossip to-day to the effect that the Pennsylvania Company has been buying the stock of the Evansville & Terre Haute, but this is not believed to be true. Vice President McCrea said the property was too heavily burdened to be a good purchase. Nothing was said by the Pennsylvania officials to the T. H. & I. officials about such

Too Much Trifling with Rates.

H. W. Hibbard, general freight agent of the Vandalia, was in the city yesterday, having just returned from the East, where he attended a rate meeting. He states that the general impression with freight men is that it is time to cease tampering with freight rates, as it was already manifest that it meant bankruptcy to every road in the country. He says he is well convinced that reform in this direction is near, as the presidents and general managers have taken hold of the matter in earnest. There was ample evidence that the recent reduction in the east-bound rates did not benefit either of the trunk lines, as the same volume of business would have been carried at full tariff within the time that the business was carried. Even the Erie people admit that they did not realize the increase in business expected. He thinks there is a determination on the part of higher officials to have higher rates if necessitates the formation of something in the nature of pools or some system of diverting freights to equalize tonnage. While he was speaking he opened a telegram from St. Louis, which stated that a shipper of grain over a competing line was yesterday paying 34 cents for corn delivered in St. Louis. "That means," said he, "that our competitor is carrying grain for 15 cents per 100 pounds from St. Louis to the seaboard. This is discouraging, and shows that the presidents have not yet put a check on cutting east-bound rates.'

E. & T. H. Treasury Looted.

Company has issued a circular to stockholders stating that a suit has been instituted against H. I. Nicholas & Co., bankers, for \$310,000 alleged to have been diverted from the treasury of the company. An accounting has also been asked for in respect to other sums arising from the hypothecation of certain bonds. The company is claiming the sum of \$99,000 from ex-President Mackey. In brief the circular alleges that nearly \$1,100,000 have been taken from the treasury illegally. Because of this the dividend has been passed. The company owes \$841,000 for floating debt and equipment notes.

When shown the foregoing a member of the firm of H. I. Nicholas gave a reporter the following statement: "We have seen the circular referred to. So far as it refers to us it is false and untrue. We cannot try our lawsuits in the papers and, therefore, must decline to make any extended statement for the public. The statement is evidently intended to make us the scape goats for the faults of others. This is unust, and in due time will be corrected. At the present market value of securities the Mackey system of railroads, with which we have had our dealings, has in our hands securities valued at \$292,000, against which we have advanced \$285,000. The statement is probably due to disappointment in not acquiring the watered stock recently issued, and to the failure to force out other stocks in leans so as to enable Mr. Tilford and his associates to acquire a majority control in the stock at low prices and at the expense of ourselves and our creditors."

Paying Big Commissions. The Canadian Pacific and Grand Trunk are paying \$8 on each emigrant passenger who reaches them through Canadian ports. Both these roads are adhering to the emigrant clearing house plan from New York, but the \$8 commission is drawing a heavy amount of emigrant traffic from New York and giving them the lion's share of the business. The advisory committee of the clearing house will try to arrange the matter at Chicago to-uny

The transcontinental lines put in another big day of talk at Chicago and accomplished nothing at all. Proposition after proposition was made to the Canadian Pa-

The meeting new bids fair to last until the middle of next week. If the Canadian Pacific would come out of its shell the metter would quickly be settled.

No Receiver for the Missouri Pacific. In response to an inquiry regarding a report that receivers were to be appointed for the Missouri Pacific, George Gould, president of the board of directors, said yesterday: "There is absolutely no truth in the story of a receivership for the Missouri Pacific. It has never been considered by anybody connected with the company. None of the company's lawyers has ever been consulted in regard to such a question. The floating debt is held entirely by Mr. Sage and my father's estate and won't give the company any trouble. The earnings of the company are off, the same as almost every other company in the United States, but they are not off in a proportion as much as many of the other companies. In regard to the price of stock it has been driven down very largely by men who are bear-ishly inclined on the market and who very often use it as a hammer to break other stocks, because they think it is unprotected from a market point of view. Our earnings began to decline earlier than those of the Chicago lines because their earnings were kept up to some extent by the world's fair, which did not help the Missouri Pacific, and which, in fact, was a disadvantage, because it turned business the other way. Another year we will not have this to con-

The Proposed Pool.

The general freight agents and traffic managers held a lengthy meeting at New York yesterday. There were vague rumors as to the railroads forming a pool on freight and live stock east of Chicago. The meeting was held behind closed doors, and all the clerks and officials in the trunk line offices were very reticent when asked as to the object of the meeting. The session lasted until after 6 o'clock, when the secretary gave out the following statement: "The meeting was for the purpose of making arrangements for a fixed rate on freight coming East from Chicago. They have made a recommendation to the presidents and chief traffic officials of the railroads concerned and have asked them to hold a meeting, time and place to be decided upon later, to ratify or disap-prove of the proposed scheme." This meeting, he said, would probably take place in Chicago during the next three or four

Charged with Cutting Rates. Open charges are made at Chicago that the Pennsylvania has been cutting passenger rates right and left; that it has been negotiating with brokers, paying commissions and slashing agreements generally. It is said that it has been carrying parties of ten or over at 11/2 cents per mile and even at 1 cent per mile. Central Traffic Association officials started in to gather evidence against the line, but finally decided to let the matter wait until the Central Traffic Association meeting, which is to be held Jan. 9. The Pennsylvania may be brought up with a round turn at that time, but can do as it pleases for five days at least. No reason for the alleged actions of the Pennsylvania is given, but it has been a source of much surprise to the other lines, as it has been very conservative here-

Personal, Local and General Notes. A local union of the American Railway Union has been organized at Terre Haute with about 100 members.

Charles Clark has been appointed receiver of the Oregon Pacific Railroad Company, vice E. W. Hadley, resigned. The Columbus & Hocking Valley will on Jan. 15 make a 10 per cent. cut in wages of all employes receiving over \$50 a month. S. B. Hovey has been appointed superintendent of the Chicago & Rock Island's Southwestern division, with headquarters

at Fort Worth. The Pullman Car Company has just sent several fine cars-sleepers and parlor-to the C., H. & D. road for use between St. Louis and Cincinnati. George H. Hughes, the well-known travel-

ing passenger agent of the Monon in the South, will, on the 12th of this month, retire from that position. H. S. Downs has been appointed Northern traveling passenger agent of the Nash-

ville, Chatanooga & St. Louis, vice F. E. Chapman, resigned. David P. Brown, who for several years was a conductor on the Indiana, Bloomington & Western, now in business in the West, is visiting friends here.

The first four days of January the Big Four handled on its lines 16,984 loaded cars, against 15,440 on the same days of 1893; increase this year, 1,544 cars. The Indiana Car Service Association earned in 1893, \$28,114.57; expenses of opera-

ting, \$9,341.55; expense per car reported (in cents), 3.04 against 2.57 in 1892. About seventy-five cars of cotton are coming from the South and being given to the Big Four at Cairo daily. This is a small increase of this business over last year.

E. R. Beatty, road foreman of engines on the Panhandle (Richmond division), has been appointed superintendent of the shops at Richmond, vice M. R. Hodgins, transferred. N. W. Weakley has just closed his thirtieth year as agent of the Big Four at Thorntown, and Agent Rice, at Lebanon, is another veteran in the company's serv-

The Pennsylvania Company has placed Wm. Lindley, Charles Matthews, John Jones and John Wetherill in charge of the Madison office, vice Sappington, Voss and

At the shops of the Pennsyvania Company in Fort Wayne, in 1896, ten new firstclass locomotives were built and 196 engines went through the shops, some of them for important repairs. Harry Delaney, master mechanic of the Monon, claims that the power of the Mo-

non, according to its number of engines, is in better physical condition than that of any other Indiana road. C. J. Fellows, formerly car accountant of The Evansville & Terre Haute Railroad | the Big Four, has been appointed general

superintendent of the Burton Stock Car Company, as well as sperintendent of the New England Car Company. The Missouri Pacific people are arranging to build from Carbondale to Osage City, eighteen miles, making a cut off which will shorten the distance between St. Louis and Denver fifty miles.

J. Boynton, president of the Central road of Michigan, says the company has secured the right of way from Grand Rapids to Battle Creek, and will begin the construction of the road within a short time. The superintendents of the different rail-

roads entering Cairo held a meeting and formed an association for their mutual protection and assistance B. S. Sutton, of the Cairo division of the Big Four, was elected president. M. W. Mansfield, superintendent of the Indianapolis & Vincennes, will also discharge the duties of engineer of mainte-

nance of way on that road, under direction of Chief Engineer Becker, of the Pennsiyvania lines. A dispatch from London says that the Erie scheme proposed by the Morgans, is certain of being carried, as the holders of several million Erie seconds have already notified the Morgans of their adhesion to

the proposed scheme. The Louisville, Evansville & St. Louis Company's freight and passenger offices at St. Louis were closed tight and fast yesterday, the result of an attachment brought by Andrew Warren, a dealer in railway supplies. The amount involved is \$2,300. B. A. Sands, co-trustee with R. B. F. Peirce, of the Indianapolis, Decatur & Western, returned to New York last night. He seems confident that in due time the control of the L. D. & W. will pass to

the Cincinnati, Hamilton & Dayton. It is stated that the high officials of the Lake Shore road have about decided to build, this year, extensive shops at Collinwood, O. The company has for some years owned an extensive tract of land at that point, which is well adapted to that pur-

The Kansas City, Wyandotte & Northwestern rallway has been sold in Kansas City, Kan., to George C. Smith, ex-assistant charge when a mob took him from the offigeneral manager of the Missouri Pacific railway and Baily Waggoner, of Atchison, general counsel in Kansas. The price paid for the property was \$650,000; \$75,000 in cash being deposited with Master in Chancery them, nor would it say what it did want. | Dillon, who effected the sale. The road be-

cific system and through its acquisition that line from Kansas City to Denver will be shortened forty-six miles.

In the United States Court at Denver, yesterday, Judge Hallett refused to grant the request of Receiver Trumbull, of the Guif system, wherein the latter had asked to have his authority extended to outside the State of Colorado and over the branches of the system in Texas, Nebraska and Wyoming. H. Moore, the righthand man of Harry Crawford, sr., in railroad matters, has held on the Indiana Midland, now the Chicago & Southeastern, eleven different positions. During the period he has been on the road he was appointed receiver, and on taking possession found \$1.60 in the company's

When the Big Four closes the deal for the C. & E. I., it will make a much better property of the Cairo division. Through trains will be run between Chicago and Cairo, and an effort be made to divide the business with the Illinois Central The line would only be sixteen miles longer, and the same time could be made.

The stockholders of the Cleveland & Pittsburg, at their annual meeting, elected the old board of directors. This road suffered like most roads in its business and a deficit of \$200,000 is shown in net results. In 1893 the total receipts were \$1,323,328.23; disbursements, including dividends, \$1,323,319.70; expended in betterments to the property, \$117,762.07.

The anti-pass agreement entered into by Western lines is said to work very satis-factorily, and has lessened the complaints of rate cutting. The only thing now worrying the Western Passenger Association is party rates. However, late reports say that theatrical parties are being given rates shaded a little to secure the business, and that by a system which has in the past been a great stickler for rates. The only matter of importance transacted at the meeting of the Western Passenger Association at Chicago yesterday was the reference of the proposition to grant cheap rates for the meeting of the National Educational Society to a committee. The meeting will probably be held next July in Duluth, Minn. The committee to which the

Hereafter the general managers of the roads which use the Union railway terminals and the Belt road will meet on the first Thursday of each month. The meeting of general managers of such lines on Thursday was the first in many months. In the selection of a superintendent to succeed D. F. Whitcomb, one who is high in authority says it is probable that a man will be appointed who is not in the employ of any line interested.

matter was referred will report at the next association meeting, which will be held next

The consolidated engine of the Chesapeake & Ohio type which has been in service for some time on the St. Louis division of the Big Four has been transferred to the Chicago division, to be put in service on the Guilford Mil. The combeen on the hill, has been put in through service between Cincinnati and Indianapolis. Thus far it has not shown any remarkable power, but in hauling a like number of cars as are hauled by the simple engine of the same weight quite a saving in coal is shown.

PERSONAL AND SOCIETY.

Mr. and Mrs. Peck left yesterday for a two weeks' stay in New York city. The Entre Nous Club gave a dance last evening at Brenneke's Academy, on North Pennsylvania street. Mr. and Mrs. Robert Bennett entertained the Young Married People's Club informal-

ly last evening at their home on North Meridian street. Mr. and Mrs. Enrique Miller will give a musicale at the Propylaeum next week, and a programme of the compositions of Nevin will be presented by well-known mu-

Rev. F. W. Taylor, pastor of the First Baptist Church, returned yesterday from the East, and will occupy his pulpit tomorrow. The newly-selected quartet will furnish the music.

Mr. William C. Sterne, who has become a great favorite in musical circles on account of his artistic playing of the violin, will leave next week for Mexico, to be absent three or four months. Mr. and Mrs. J. W. Harper have sent out invitations for the marriage of Miss Budd Phillips and Mr. Henry Cory, of

Shelbyville, to occur Wednesday, the 10th, at the home of Mr. and Mrs. Harper, on North Delaware street. Mr. and Mrs. Herbert Spellman, who have been visiting relatives and friends in the city for the past three months, sailed Wednesday on the steamer Gussie from New Orleans. They expect to reach Blue-fields, Nicaragua, Monday. Mr. Spellman

Emery, of Boston. Mrs. E. G. Cornelius and daughters, Mrs. Quincy Myers, of Logansport, Mrs. Frank Helwig and Miss Cornelius, were at home informally yesterday to receive their friends, and many took advantage of the reception and called. Mrs. Myers will return home to-day, having spent a fortnight here with her parents.

Hon. D. S. Alexander, formerly of this

is the lumber buyer for Mr. George D.

city, and who was appointed United States district attorney for Buffalo by President Harrison, was married Saturday last to Mrs. Anna Lucille Bliss, in Buffalo, N Y. Mr. Alexander was Fifth Auditor of the Treasury before taking the position at Buffalo, and is well known to public life. Mr. and Mrs. William Bristor have issued invitations for the marriage of their daughter Burton and Mr. Charles Edgar Fields. to take place Wednesday, the 16th, at the family residence, on North Tennessee street. The ceremony will be followed by a reception from 8:30 till 10 o'clock. At home cards are for Tuesday, Feb. 16, after 12 o'clock, at No. 336 North Tennessee

There was a very interesting programme the Woman's Club yesterday afternoon. Miss Caroline Howland read one of the best papers ever given before the club. and her subject was "The Study of Perfection." It was arranged in conversational form, and was a discussion of culture. Miss Harriet Noble read a short paper or "Swinburne," and the conversation which followed was on the two papers, and was led by Miss Emily Fletcher.

Mr. William C. Sterne gave a theater party last evening to see Rhea, in honor of Miss Josephine Robinson and her guests. Miss Nicholas and Miss Castleman, of Louisville. The company included Dr. and Mrs. F. W. Hays, Mrs. David Wallace, Mrs. J. M. Shaw, Mr. Maurice Butler and others. After the play the entire party went to the home of Dr. and Mrs. Hays, and enjoyed a musicale, most of the guests being well known as talented musicians.

drs. Charles Rockwood gave a very handsome dinner party yesterday in honor of Mrs. John M. Judah, of Memphis. Mrs. Rockwood's pretty home was tastefully arranged for the event, and at 5 o'clock the guests were seated at an elaborate dinner. Through the center of the table was a broad scarf of pink satin; bordered with pink and white carnations, and at each cover was a dainty menu card decorated with pansies. The guests included Mrs. P. H. Jameson, Mrs. T. L. Sewall, Mrs. E. C. Atkins, Mrs. G. A. Carstensen, Mrs. Henry D. Pierce, Mrs. W. F. C. Golt, Mrs. A. H. Snow, Mrs. Arthur D. Gates, Mrs. W. P. Herod.

A very delightful german was given at the Propylaeum last evening by a number of young people. The company was chaperoned by Mr. and Mrs. Francis T. Hord and Mr. and Mrs. Samuel Miller. The figures were led by John A. Butler and Miss Bessie Taylor and the favors were particolored ribbons. There were several interesting figures, and the young people enjoyed the informality and the pleasure which the hosts and hostesses arranged. Among those who were guests of the evening were Miss Elliott and Miss Burkhardt, of Cincinnati: Miss Failey, Miss Armstrong, Miss Erwin, Miss Louise Erwin, Miss Winter, Miss Ransdell, Miss New, Miss Was-son, Miss Allen, Miss Millard, Miss Miller, Miss Hasselman, Miss Bradshaw, Mr. S. A. Morrison, Mr. Perrin, of Lafayette; Mr. Hugh Richards, Mr. Frederick Avres, Mr. C. S. Millard, jr., Mr. Harry Atkins, Mr. William Coburn, Mr. Archibald Bradshaw, Mr. Griffith, Mr. Arthur Smith, Mr. Her-bert Painter, Mr. Winter, Mr. John Moon,

of Eau Claire, and others.

Industrial Union's Work. Mrs. Nannie M. Haines has taken charge of the Industrial Union on North Pennsylvania street, and the ladies who are at the head of the union expect to make it a greater success than ever. The union has been a success ever since it was started in June. There are possibilities for many of the women of the city who are now out of employment and who can make and do things that other women want and cannot The Industrial Union is the go-between of the maker and purchaser, and there is a continuous call for all kinds of home-made cooking, so that the person who can bake beans to perfection or make white or brown bread or cakes, or do sewing and fancy work in the very best style can find a purchaser.

Alleged Hog Thief Lynched. LONOKE, Ark., Jan. 5 .- Coroner F. A. Corn has just returned from holding an inquest over the body of Alfred Davis, colored, who was found hanging to a limb of a tree. Davis was under arrest for nog stealing and the constable had him in cers and nung him. It is not known who constituted the mob, but it is said to have been composed of about twenty-five mem-

Not excelled by any high-priced linfment, Salvation Oil, 25 cents a bottle.

STATE HEALTH BOARD.

Indiana Reported to Be in Excellent Sanitary Condition.

The regular quarterly meeting of the State Health Board occurred yesterday. The principal business before the board was the examination of the annual report of Secretary Metcalf. The report is much more voluminous than any before issued by the board. The report asserts that the people are becoming more and more interested in the prevention of epidemic and spread of disease than ever before, by adopting better methods of sanitation. The anticipated visitation of Asiatic cholera last year, Dr. Metcalf says, had much to do with this improved condition of affairs. Eightyfour new village and town health boards were organized during the past year, making a total of 254 town boards now operating in Indiana. Add to this the ninety-two county boards, and we have a grand total of 346 health boards. The report says that it is impossible to collect a complete table of vital statistics for the State, as in the case of deaths not half are reported by the attending physicians; especially is this the case in the rural districts. He suggests that a remedy for this would be the enact-ment of a law requiring a burial permit in the country, the same as now required in cities. He recounts his experience with the smallpox epidemic that visited Muncie and several other cities in a lesser degree during the past year. The report says, in Muncie there were 149 cases and twenty-two deaths, while a few cases were reported at Alexandria, Elwood, New Albany, Conners-ville, Marion, Dunkirk and in this city.

Dangerous to Sell Spectacles. Late Wednesday afternoon Marshal Harmon, of Haughville, learned that there were two men in the town selling gold spectacles. As this was something unusual for Haughville, he at once concluded that all was not right, and started out on the hunt of them. He found them bartering with the storekeepers and with pedestrians in the business part of the town. As soon as the strangers saw the marshal, they took to their heels, and led him a vigorous chase of half a mile. As usual, a number of citizens joined in the chase and with their aid the marshal succeeded in catching the men at the half-mile point. Explanations not being satisfactory he held them over night and telephoned for detective Kinney vesterday morning to get an identification yesterday morning to get an identification. Kinney said that he knew the men, but had nothing against them. They were released with the warning never to be seen in Haughville with goods that could not be accounted for.

The Pearly Substance Of the teeth is brittle. Sozodont, composed exclusively of hygienic vegetable elements, and containing no solvent, is the only article which, while whitening the enamel, preserves its soundness.

ADVERTISED LETTERS.

The following is the list of letters remaining unclaimed in the Indianapolis postoffice Saturday, Jan. 6, 1894. Please call for "advertised letters," and give the date of this

Ladies' List. A-Adams, Mrs. Jennie; Alexander, Miss

Bessie; Alexander, Mrs. Mary E.; Allands, Miss Elma L.; Anderson, Miss Clara. B-Badders, Miss Sary; Basore, Miss Dell; Byers, Mrs. Frank. C-Cain, Miss Kate; Caruthers, Mrs. Mary; Carter, Mrs. Tilly; Chapman, Kate; Chinney, Mrs. Emily J.; Clear, Miss Nellie; Cline, Julia Ellick; Crone, Mrs. Mary. D-Davis, Alice; Davis, Miss Allie; Dawson, Mrs. Mary; Dillen, Cora; Drumen, Mrs. Annie; Dress, Miss Minnie. F-Flinn, Mrs. Cora; From, Miss Mattie: Frenzel, Miss Anna. G-Gilmore, Miss Mabel; Glover, Lizzle; Goldsberry, Miss Jess; Gordon, Mrs. Ellen; Gosney, Mrs. Eliza; Green, Mrs. Lena. H-Huntington, Mrs. J. I-Ingraham, Miss Helen; Islarel, Mrs.

J-Jenkins, Mrs. William. L-Lee, Mrs. Ada; Lischer, Miss Maggie; Love, Mrs. Cora; Lumcay, Mrs. Jane. Mc-McCoy, Miss Ditha; McRoery, Miss M-Madinger, Miss Leona; Mirnie, Mrs. Malinda; Moon, Miss Mabel; Munson, Miss O-O'Connell, Miss Kitty; Osby, Miss

P-Perry, Miss Della. R-Reddick, Miss Katie; Richardson, Mrs. Mary; Rudy, Mrs. Simon. S-Sanders, Mrs; Shea, Mrs. Mary; Sherley, Miss Lola; Smith, Miss Emma; Smith, Mrs. Mc; Snider, Mrs. Levina. T-Theen, Maria; Tompkins, Mrs. Ella E. W-Wadsworth, Mrs. D. F.; Warner, Mrs. Maud; Whitson, Miss Anna.

Gentlemen's List. A-Adams, Henry; Adams, John; Allen B-Baker, Leo; Baker, Lorren; Bogs, George; Beacham, Bemet; Beecham, James; Bennett, C. W.; Born, Frank; Brown, George D.; Brown, George H.; Brunson, J. F.; Bueer, John; Burbridge; Burchinal, C. H. C-Carmichael, Jesse; Cooper, Zach; Coyner, Heber W.; Crawford, Eddie; Crews, James M; Critser, Bert A. D-Da, Michael; DeBurgh, Henry; Dillman, Dow; Dimock, M.; Douglass, Henry E-Eck, Theodore; Edwards, Greene; El-

F-Fager, Joe; Farrington, Wyat; Foster, G-Gaffney, William (3); Galager, E; Gardner, Thomas; Gray, J.; Gray, O. R.; Gregory, Ralph; Grimes, C. L. A. J.; Hall, George W.; Hammins, Will; Hart, F. M.; Hankins, E. W.; Helms, Robert H.; Henderson, C. M.; Hess, Sheridan: Hughes, George S J-Johnson, Prof. B. B.; Johnson, Lonnie. K-Keksis, John; Kentry, Charles; Ken-L-Long, George; Lovett, J. G.; Lovings, John M. Mc-McCarty, A. T.; McClelland, John; McCoy, Luther M-Mack, Athur; Mantell, Lucian; Metzhouser, Fritz; Mills, James Henry; Moody, J. L.; Moon, E. B.; Musser, Ab. N-Nelson, B. M.; Nepper, J. I.; Norton,

O-Osborne, Wesley. P-Patterson, William and Robert; Phillips, C. B.; Price, A. W. R-Rains, J. H.; Reagon, Ross M.; Reator, Fred; Roseberry, Bill S-Sivers, Dr. E. L.; Schellenbama, Kon-rad; Schwehm, W.; Shank, Harry R.; Smith, Thomas E.; Sorgenfrie, Ernest; Stairs, Criss; Stalkup, A. R.; Stone, A. M.; Suttle, Walton. T-Tousus, Lafe; Townsend, Walter. W-Wheatley, E. T.; Wheeler, Samuel W.; Willoby, James; Winte, H. D.

Z-Ziel, H. R. Packages. Hall, Mrs. W. W.; Hanson, James; Sethness & Bogue; Segar, C. T. E. P. THOMPSON, P. M.

BUSINESS DIRECTORY

CIGARS AND TOBACCO. P. L. CHAMBERS.

JOBBER OF TOBACCO. Manufacturer of the celebrated JUDGE: CIGAR 59 NORTH PENNSYLVANIA ST.

• • THE INDIANAPOLIS JOURNAL •

DAILY, SUNDAY AND WEEKLY • • • SEND FOR SAMPLE COPIES • • THE DAILY JOURNAL THE DAILY JOURNAL THE DAILY JOURNAL . . . * * * * THE DAILY JOURNAL * * THE DAILY JOURNAL ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK . . • • • ONLY 15 CENTS A WEEK • • • . . ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK * * * * * * . THE DAILY JOURNAL THE DAILY JOURNAL · · · THE DAILY JOURNAL · · · * * * * THE DAILY JOURNAL * * ONLY 15 CENTS A WEEK . · · · · ONLY 15 CENTS A WEEK · · . . ONLY 15 CENTS A WEEK . . . ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK THE DAILY JOURNAL THE DAILY JOURNAL THE DAILY JOURNAL ONLY IS CENTS A WEEK ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK ONLY 15 CENTS A WEEK . * THE INDIANAPOLIS JOURNAL . DAILY, SUNDAY AND WEEKLY • • • SEND FOR SAMPLE COPIES • • •

.



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading drug-gists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.

DECELUADO MOTIOE RECEIVER 5 NOTICE.

NOTICE IS HEREBY GIVEN that by an order of the Superior Court of Marion county, Indiana, duly made and entered on the 21st day of December, 1893, in cause No. 43654, entitled Albert R. Baker et al. vs. Supreme Sitting of the Order of the Iron Hall, it was ordered: First-That all persons who are the owners or holders of unpaid checks or warrants against the defendant, issued by the Supreme Sitting of the Order of the Iron

Hall or its officer or officers, and all persons who are owners or holders of such checks and warrants by assignment or transfer from the original person to whom the same were executed, are hereby or-dered, directed and adjudged to make proof of their several claims herein on or before the hour of 5 o'clock in the afternoon of the 21st day of February, 1894. Provided, that all persons to whom such checks or warrants were issued were at the commencement of this suit members in good standing of local or sisterhood branches of the defendant which have accounted with and paid over to James F. Failey, receiver herein, all the funds of the

defendant held or controlled by such branch or its officers, under and in compliance with the previous orders and decrees of this court, or which shall before the expiration of the time hereinbefore allowed for proof of claims so account with and pay over to said Failey all the funds of the defendant so held or controlled by said branch or its officers in compliance with the previous orders and decrees of this court, or were members of branches which have accounted with and paid over to the proper receiver in any other State or jurisdiction, and such receiver has, or shall within the time hereinbefore allowed, account with and pay over such funds to James F. Failey, receiver herein, in accordance with the previous orders of the court made herein. Second-Such proof shall be in writing, signed by the claimant and verified before a

notary public, and shall set forth the check or warrant (or a true copy thereof and all indorsements thereon.) Such proof shall state the name of the claimant, his residence, when, where and from whom he received said check or warrant and the amount and nature of the consideration paid therefor; also whether the claim in any form has been sued on or filed by the claimant or any other person for allowance in any other court or proceeding against the defendant, the Supreme Sitting of the Order of the Iron Hall, or any local or sisterhood branch thereof in any attachment or other proceedings against such defendant or the officers of the defendant or the members of the Order of the Iron Hall, and if so, to

state the court or proceeding and the particulars of such proceedings. Third-That all persons who are the own-ers or holders of claims against the defendant on account of matured membership certificates or death, sick or other claims (not including the life division) against the defendant other than unmatured membership certificates are hereby ordered, directed and adjudged to make proof of their several claims herein on or before the hour of 5 o'clock in the afternoon of the 21st day of February, 1894.

Provided, that all persons to whom such membership certificates were issued were at the commencement of this suit members of local or sisterhood branches of the defendant which have accounted with and paid over to the receiver herein all the funds of the defendant held or controlled by such branch or its officers, under and in compliance with the previous orders and decrees of this court, or which shall before the expiration of the time hereinbefore allowed for proof of claims so account with and pay over to said Failey all the funds of the defendant so held or controlled by said branch or its officers, in compliance with the previous orders and decrees of this court, or were members of branches which have accounted with and paid over to the proper receiver in any other State or jurisdiction, and such receiver has, or shall within the time hereinbefore allowed, account with and pay over such funds to James F. Failey, receiver herein, in ac-cordance with the previous orders of this court made herein.

Fourth-Such proof shall be in writing, signed by the claimant and verified before a notary public, and shall set forth the number, date of the membership certificate, the amount of the assessments paid thereon by the claimant and the amount of sick or other benefits received on account thereof, and the membership certificate shall be attached to such proof of claim. Such proof shall state the name of the claimant and his residence; also whether the claim in any form has been sued on or filed by the claimant or any other person for an allowance in any other court or proceeding against the Supreme Sitting of the Order of the Iron Hall or any local or sisterhood branch thereof or in any attachment or other proceeding against such defendant or the officers of the defendant, or the members of the Order of the Iron Hall; and if so, to state the court or proceeding and particulars of such proceeding; and if such claim be for other than a matured benefit certificate such proof shall in addition to the above state the particulars of such claim. Fifth-All proofs of claims as above required shall be filed with the receiver within the time above stated, and on and after that date no such claims shall be received by the receiver or filed in this court. In pursuance of the foregoing order, notice is hereby given to all persons holding claims, provable under said order, against the defendant to present the same to me, as receiver, for allowance, at my office in the city of Indianapolis, Ind., on or before

Sunday Journal, by mail. \$2 a Year

the 21st day of February, 1894.

JAMES F. FAILEY, Receiver.

BUSINESS DIRECTORY SAWS AND MILL SUPPLIES. CUT, BAND and all other Belting, Emery Wheels and Mill Supplies. Illinois street, one square so ith BELTING and

EMERY WHEELS W. B. BARRY Saw & Supply Co. 132 S. Penn. St. All kinds of Saws Repaired.

MILL SUPPLIES AND OILS
Saws, Belting, Emery Wheels, Files, Wood and
Iron Pulleys, Oil Cups and Greases, Roofing,
Telephone 1332. THE MILLER OIL CO.

Nordyke & Marmon Co. [Estab. 1851.] Founders and Machinists Mill and Elevator Builders, Indianapolis, Ind. Roller Mills, Mill Gearing, Belting, Bolting-cioth, Grain-cleaning Machinery, Middlings Puritiers, Portable Mills, etc., etc. Take street cars for stock yards.

ABSTRACTS OF TITLE. THEODORE STEIN,

Successor to Wm. C. Anderson, ABSTRACTER OF TITLES

ELLIOTT & BUTLER. Hartford Block, 84 East Market Street. ARSTRACTS OF TITLE.

86 EAST MARKET STREET.

PHYSICIANS. DR. J. A. SUTCLIFFE, Surgeon.

OFFICE-95 East Market street. Hours-9 to 10 a. m.; 2 to 3 p. m., Sundays excepted. Telephone 941. DR. ADOLPH BLITZ.

Room 2, Odd Fellows' Building. PRACTICE LIMITED 10 Eye, Ear and Throat Diseases.

DR. BRAYTON. OFFICE-26 E. Ohio; from 10 to 12 and 2 to L. House telephone 1279. Office telephone, 1454. DR. E. HADLEY.

OFFICE-136 North Pennsylvania street. RESIDENCE-270 North Delaware street. Office hours, S to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, S02. House telephone, 1215. DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE-670 North Meridian street. OFFICE-369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephones—Office, 907; residence, 427. DR. REBECCA W. ROCERS,

- DISEASES OF WOMEN AND CHILDREN office-19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sunlays: 2 to 4 p. m., at Residence, 630 North Illinois street. OPTICIANS.



SAFE DEPOSITS. - SAFE-DEPOSIT VAULT --

Absolute safety against Fire and Burgiar. Ulnest and only Vault of the kind in the State. Policeman day and night on guard. Designed for the sais keeping of Money, Bonds, Wills, Deeds, Abstracts Silver Plate, Jewels and valuable Trunks and Pack

S. A. Fletcher & Co. Safe-Deposit. John S. Tarkington, Manager.

BRASS FOUNDRY AND FINISHING SHOP. PIONEER BRASS WORKS. Mfrs, and Dealers in all kinds of Brass Goods, heavy and light Castings. Car Bearing a specialty. Repair and Job Work promptly attended to, 110 to 113 South Pennsylvania street. Telephone 618.

DYE-HOUSES. BRILL'S STEAM DYE WORKS. Portieres and Lace Curtains and Fancy Dress Goods cleaned equal to new. 36 Massachusetts avenue and 95 North Illinois street, Indianapous, Ind.

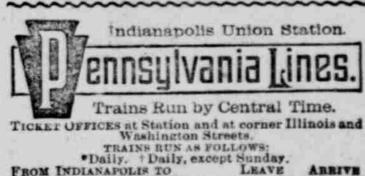
DENTISTS.

DENTIST. E. E. REESE, 2412 East Ohio St., bet. Meridian and Penn.



ARTIST. W. C. PERKINS, ARTIST, ROOM 60, PLAZA BUILDING. Office Hours-9 to 11 a. m., 2 to 3 p. m.

Instruction given to a limited number of pupils in Free-hand Drawing, Composition and Landscape Painting in Oil. Scientific methods used. RAILWAY TIME-TABLES.



FROM INDIANAPOLIS TO LEAVE Columbus, mu., and homsville "3.55 and "11.09 am Philadelphia and New York ... *4.50 am *10.15 pm Baitimore and washington *4.50 am *10.15 pm Martinsville and Vincennes ... *4.50 am *10.15 pm †3.20 p m Richmond and Columbus, O 18.00 a n *3 05 pm *J.00 am Dayton and Springfield *3.00 pm Columbus, Ind., and Louisville. *11.15 am Philadelphia and New York... *3.00 pm *12.45 pm Baltimore and Washington... *3.00 pm *12.45 pm Knightstown and Richmond... †4.00 pm †8,50 a n Columbus, Ind., and Louisville. *4.00 pm *10 15 am North Ve. non and Madison 14.00 pm 110.15 am Martinsville and Viacennes ... 14. 10 p a 110.45 am

VANDAGIA GINE SHORTEST ROUTE From Indianapolis Union Station. Trams reave for St. Louis 1:30 a. m., 11:50 a. m., 12:55 p. m., 11:20 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:20 p. m. train. Trains arrive from St. Louis 3:35 a. m., 4:40 a. m., 2:50 p. m., 5 p. m., 7:40 p. m. Terre Haute and Greencastle accommodation arrives at 10:00 a. m. and leaves at

Sleeping and Parlor Cars are run on through trains. Dining Cars on trains 20



